

**Amendments to the Specification:**

Please replace the paragraph on page 10, lines 8-26 with the following rewritten paragraph:

From the YES output of block 222 of FIGURE 2a, the logic flows to an array 230 of decision blocks, including decision blocks 230a, 230b, 230c, 230d, 230e, 230f, 230g, 230h, 230i, 230j, 230k, 230l, and ~~230m~~ 231. The NO output ports of the decision blocks of set 230 are joined together, and a NO logic output from all of the decision blocks of set 230 causes the logic to flow to a block 232, which represents a lack of an impact on the elements required. There is a yes label at the input of each decision block because at each block there is a decision of yes or no. If the decision is yes, the block becomes part of the ILS engine to determine the date. If the decision is no, then there is no ILS impact. If there is an impact on the elements, then the logic flows to block 234, representing the determination of the Integrated Logistic Support (ILS) date.

Please replace the paragraph starting on page 10, line 27 and ending on page 12, line 7, with the following rewritten paragraph:

More particularly, decision block 230a of FIGURE 2b determines from the database whether a Tailored Repairable Items List (TRIL) is required. If not, the logic flows to block 232. If TRIL is required, the logic flows to an input port of a block 234, the One Integrated Logistic Support (ILS). Similarly, decision block 230b determines whether training is required to implement the alteration of the ship in question, and the

logic flows to block 232 if no training is needed, and to block 234 if training is needed. In the same fashion, decision block 230c determines whether the Allowance Parts List (APL) is required, decision block 230d determines whether technical manuals are required, block 230e determines whether a Preventive Maintenance Schedule (PMS) and Maintenance Requirement Cards (MRC) are required, block 230f determines whether shipyard Installation and Checkout Spares List (INCO) is required, block 230g determines whether an Alteration Installation and Checkout Spares List (INCO AL) is required, block 230h determines whether Coordinated Shore Base Material Allowance List (COSMAL) is required, block 230i determines whether Support and Test Equipment (S&TE) is required, block 230j determines whether Maintenance Assist Modules (MAMS) is required, decision block 230k determines whether an On-Board Allowance (OBA) is required, and decision block 230l determines whether alteration instructions are required, and each advises block 234 if there is a requirement, or routes its logic to block 232 if there is no requirement. Similarly, the logic from block 222 of FIGURE 2a also flows to block 230m 231 of FIGURE 2b, which determines whether alteration parts kits are required. If no alteration parts kits are required, the logic flows from the NO output port of decision block 230m 231 to block 232. If alteration parts kits are required, the logic flows to a block 236, which represents the determination of the promised delivery date for those not yet arrived.

Please replace the Abstract of the Disclosure on page 10 with the following rewritten Abstract of the Disclosure:

In scheduling and controlling the upgrading of major assets such as a capital ship, the need for upgrades to various elements ~~which may be~~ found on ships ~~of various sorts~~ are determined, and the upgrade of each piece of equipment is documented as a change product. The change product documentary information is entered into a database, and correlated with information identifying those major assets, which use such products, thereby associating one or more major assets with a change product order. The major assets are scheduled for upgrade on some basis. A promised delivery date of alteration kits, manuals, or other material is obtained from the various vendors. The database may be interrogated at any time in relation to a major asset upgrade, to thereby determine the promised delivery date of the most distant delivery date of yet-undelivered material. The most distant delivery date is deemed to be the integrated logistic support date.